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Corinne Winter

November 21, 2014

Christopher Calfee, Senior Counsel
Governor's Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

Sent by email to CEQA.Guidelines@ceres.ca.gov

Dear Mr. Calfee,

I am writing to you as the Executive Director of Silicon Valley Bicycle Coalition, a non-profit organization representing over 2,000 members with a mission to create a healthy community, environment and economy through bicycling for people who live, work or play in San Mateo and Santa Clara Counties. I'm writing in support of the draft guidelines for implementation of SB 743.

We are excited about the new guidelines because elimination of automobile congestion as a measure of environmental impact is essential to meeting the original goals of the California Environmental Quality Act. Current CEQA practice has the perverse effect of encouraging faster automobile travel at the expense of bicycle and pedestrian safety. For example, removal of a mixed travel lane to install a bicycle lane may be considered to have a significant impact on the environment and trigger an extensive review, while the removal of the bike lane to add a mixed travel lane would not.

Increasing bicycling is an official goal of the state of California, as enshrined in the creation of the Active Transportation Program, and will help to reduce vehicle trips resulting in greenhouse gases and to improve the health of Californians.¹ For these reasons, the promotion of bicycling should be enabled by environmental analysis and regulations. Cities that promote bicycling by creating dedicated and protected space for safe riding have experienced an increase in trips by bicycle.

Therefore, we strongly support the draft guidelines with the specific recommendations that follow:

1. We support the use of vehicle miles traveled as a replacement for automobile congestion.
2. We support the consideration of induced demand when adding vehicle capacity to roadways.
3. We strongly support the inclusion of a requirement to analyze the impacts of a transportation or development project on bicycle safety.
4. Please keep bicycling listed as an appropriate mitigation measure.

¹ "Bicycle-friendly city infrastructure in U.S. significantly increases cycling to work by residents, which can improve health of locals" Obesity Society study, November 3, 2014.

5. Apply the guidelines to the whole state as soon as possible.

We strongly support the direction you're going with these new guidelines, which will support health, safety, and prosperity in our communities.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Corinne Winter', with a stylized, flowing script.

Corinne Winter
President and Executive Director